

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

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IN REPLY PLEASE

REFER TO FILE: PD-5

November 10, 2005

TO: Each Supervisor

FROM: Donald L. Wolfe

Director of Public Works

2005 HOLLYWOOD BOWL PARK-AND-RIDE AND SHUTTLE PROGRAM

The subject program operated for 72 performances between June 3 and September 25, 2005. It served a total of 15 park-and-ride lots and 4 shuttle lots. One-way riders totaled 371,084, representing approximately 23 percent of the Hollywood Bowl's summer festival attendance.

The table below shows the estimated cost and revenue data for the 2005 program, which is based on unaudited numbers. After deducting farebox and the Los Angeles County Metropolitan Transportation Authority grant, the cost to the County of \$490,832 is financed from the Top-of-Pot allocation of Proposition A Local Return Transit funds.

2005 ESTIMATED PROGRAM COST AND REVENUE DATA											
	PARI	K-AND-RIDE	SH	IUTTLE	-	TOTAL					
One-way Riders		193,094		177,990		371,084					
Total Cost	\$	1,390,567	\$	562,328	\$	1,952,895					
Farebox	(\$	482,735)	(\$	266,985)	(\$	749,720)					
Net Cost	\$	907,832	\$	295,343	\$	1,203,175					
MTA Grant	(\$	522,000)	\$	0	(\$	522,000)					
Cost to Philharmonic	\$	0	\$	190,343	\$	190,343					
Cost to County-Public Works	\$	385,832	\$	105,000	\$	490,832					

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The subsidy per one-way rider using the park-and-ride lots was \$4.70, and for those using the shuttle lots it was \$1.66. Attached is a table detailing the lots served and the historic ridership for the program.

We are currently working on the planning efforts for the 2006 season and look forward to another successful season.

SMP:dv

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Attach.

cc: Chief Administrative Office

Executive Office

Los Angeles Philharmonic Association

HOLLYWOOD BOWL PARK-AND-RIDE AND SHUTTLE PROGRAM

	PARK-AND-RIDE LOT	2005 SEASON	ONE-WAY RIDERSHIP										
	PARK-AND-RIDE LOT	OPERATOR	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995
SD 1	East Los Angeles	All City Bus Lines	2,966	2,631	2,190	2,447	1,984	1,687	1,005	1,370	1,922	1,631	879
	El Monte	All City Bus Lines	2,491	1,863	1,657	1,796	1,943	2,027	2,098	2,439	2,668	2,647	3,177
	TOTAL	ý	5,457	4,494	3,847	4,243	3,927	3,714	3,103		4,590	4,278	4,056
SD 2	TOTAL		3,437	7,777	3,047	7,273	3,721	3,714	3,103	3,312	4,570	7,270	4,030
	Carson	City of Carson	1,909	1,491	1,406	1,358	955	1,120	752	484	645	454	NS
	Culver City	City of Culver City	6,138	5,303	4,384	3,614	3,280	2,392	1,907	1,977	1,606	NS	NS
	TOTAL		8,047	6,794	5,790	4,972	4,235	3,512	2,659	2,477	2,251	454	0
SD 3	Canoga Park*		NS	NS	NS	NS	NS	NS	NS	NS	NS	19,847	23,068
	Chatsworth	Transit System, Inc.	23,317	22,443	21,350	20,663	18,885	18,806	18,259	18,330	20,171	19,847 NS	23,008 NS
	Santa Monica	City of Santa Monica	6,696	5,259	5,099	6,156	4,929	5,447	5,660	,	5,730	5,566	5,901
	Sherman Oaks	Transit System, Inc.	13,011	12,503	11,366	12,268	10,832	11,318	10,460		11,392	10,807	12,364
	West Hollywood		NS	NS	NS	NS	NS	NS	NS	NS	NS	3,230	4,062
	Westwood	MTA	22,601	26,084	20,585	20,835	20,120	23,068	22,769	25,943	28,470	28,835	32,255
	TOTAL		65,625	66,289	58,400	59,922	54,766	58,639	57,148	60,724	65,763	68,285	77,650
	Shuttle Lots												
	Zoo Lot	Transit System, Inc.	57,384	52,750	43,604	40,598	NS	48,096	52,054	54,498	NS	NS	NS
	Cahuenga West	•	NS	NS	NS	NS	30,280	NS	NS	NS	NS	NS	NS
	Barham**		NS	NS	NS	NS	NS	NS	NS	NS	78,930	80,798	78,284
	Hollywood/Highland***	Transit System, Inc.	25,110	22,346	22,824	NS	NS						
	La Brea	Transit System, Inc.	NS	NS	NS	31,398	28,707	26,794	27,308	27,720	25,076	20,164	NS
	McCadden ****		NS	NS	NS	NS	NS	NS	NS	NS	NS	NS	20,148
	Ventura	Transit System, Inc.	74,408	78,074	74,266	64,498	63,040	60,938	85,158	93,576	79,344	81,342	84,396
	Ventura Annex	Transit System, Inc.	21,088	21,784	19,886	23,404	15,778	19,714	NS	NS	NS	NS	NS
			177,990	174,954	160,580	159,898	137,805	155,542	164,520	175,794	183,350	182,304	182,828
	TOTAL		243,615	241,243	218,980	219,820	192,571	214,181	221,668	236,518	249,113	250,589	260,478

HOLLYWOOD BOWL PARK-AND-RIDE AND SHUTTLE PROGRAM

	PARK-AND-RIDE LOT	PARK-AND-RIDE LOT								-WAY RIDERSHIP					
		OPERATOR	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995		
SD4	Downey Lakewood	City of Carson Foothill Transit	3,883 22,035	3,631 21,099	3,433 19,098	3,381 19,365	3,333 19,418	3,542 19,810	1,879 12,785	1,579 14,298	2,055 15,863	1,957 8,290	2,142 9,747		
	Rowland Heights	Foothill Transit	8,459	7,908	7,681	6,537	6,229	5,524	NS	NS	NS	NS	NS		
	Torrance	MTA	30,437	29,676	26,862	29,586	26,447	27,439	28,424	28,306	30,590	30,284	31,813		
	Westchester	All City Bus Lines	10,944	9,392	9,377	8,995	7,803	7,584	7,880	8,689	9,159	9,834	11,065		
	TOTAL		75,758	71,706	66,451	67,864	63,230	63,899	52,605	52,872	57,667	50,365	54,767		
SD 5	Arcadia	Foothill Transit	9,602	9,205	8,233	8,651	8,246	8,204	7,653	8,586	7,907	8,812	8,929		
	Pasadena	Foothill Transit	28,605	26,584	24,872	24,570	24,676	20,198	18,717	20,502	20,236	19,588	22,409		
	TOTAL		38,207	35,789	33,105	33,221	32,922	28,402	29,405	29,088	28,143	28,400	31,338		
TOTAL	_ ALL PARK-AND-RIDE LOTS		193,094	185,072	167,593	170,222	159,080	158,166	144,920	148,673	158,414	151,782	167,811		
TOTAL	TOTAL ALL SHUTTLE LOTS			174,954	160,580	159,898	137,805	155,542	164,520	175,794	183,350	182,304	182,828		

	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995
Total Annual One-Way Ridership	371,084	360,026	328,173	330,120	296,885	313,708	309,440	324,467	341,764	334,086	350,639
Performance Attendees	791,121	647,799	634,303	622,357	594,952	568,805	586,317	618,475	655,679	597,510	650,547
Percent of Attendees Using the Services	23%	28%	26%	27%	25%	28%	26%	26%	26%	28%	27%
Number of Events	72	71	69	70	69	70	67	66	64	62	67
Park-and-Ride One-Way Fare	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50
Shuttle Round-Trip Fare	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50

NS: No Service

^{*} In 1997, the Canoga Park P&R location was replaced by the Chatsworth Lot.

^{**} The Barham Lot was replaced by the Zoo Lot.

^{***} New Location for 2003

^{****} For 1995, the La Brea Shuttle location was replaced by the McCadden Lot.